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AUTHORITY

AGO ltr 29 Apr 1980

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (17 Feb 69)

FOR OT UT 684299

20 February 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, US Army
Aviation Materiel Management Center, Period Ending 31 October
1968

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

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DEPARTMENT OF THE ARMY
US ARMY AVIATION MATERIEL MANAGEMENT CENTER
APO 96309

AVGFS-PO

11 November 1968

SUBJECT: Operational Report of Headquarters, United States Army Aviation Materiel Management Center (AMMC) for Period Ending 31 October 1968, RCS CSFOR-65 (R1)

SEE DISTRIBUTION

1. Section I, Operations: Significant Activities.

- a. Inclosure 1 is a list reflecting the current organizational structure.
- b. Unit engaged in operations for ninety-two (92) days. Thirteen (13) days of training were conducted during the reporting period concurrent with normal operations.
- c. The 110th Trans Company (Depot), during October, moved it's Orderly Room, Supply, Motor Pool and Billeting from the MACV Annex area to Camp Hustler (still within the Tan Son Nhut Air Base complex). The purpose of the move was to help relieve the critical administrative and billeting facilities in the MACV Annex area. The move was accomplished at night and resulted in less than four hours loss in normal operations. The 110th will now be responsible for providing its own perimeter defense.
- d. Data Processing Center:
 - (1) On 15 August 1968 the Data Processing Directorate, US Army Aviation Materiel Management Center, APO 96309 was formally organized as the United States Army Aviation Materiel Management Data Processing Center, TP-SN36271, TDA P5W2Z1AAOO, UIC: W2Z1, APO 96307 and assigned to United States Army Vietnam per Headquarters, USARPAC General Orders Number 370, 29 July 1968. The required and authorized personnel strengths were established at: 4 officers, 5 warrant officers, 94 enlisted and 52 civilian for an aggregate of 155. Subsequent reassignments of the organization to the 34th General Support Group, APO 96309 and then to the US Army Aviation Materiel Management Center, APO 96309, effective 15 August 1968, were directed, in turn, by

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Headquarters, USARV General Orders Number 4668, 8 October 1968 and Headquarters, 34th General Support Group Orders Number 32, 23 October 1968.

(2) This TDA organization was formed to provide Automatic Data Processing (ADP) services and equipment support for the Aviation Materiel Management Center, Vietnam. It maintains, on magnetic tape, an asset data bank of all US Army aircraft, avionics, and air armament repair parts; provides data processing support for operation of a centralized automated Inventory Control Center (ICC) and processes receipt-issue data for a two-depot (Saigon and Qui Nhon) system in support of US Army aircraft. It also provides: (1) data processing support and inventory control for maintenance management and aircraft component configuration; (2) data processing support of statistical data collection and analysis of aviation supply and maintenance logistical management information.

(3) Prior to the approval of this TDA the personnel staffing for the data processing activity within USAAMMC was provided for by the 3d, 581st and 589th Composite Service Detachments which, although structurally capable of supporting an electrical punched card accounting machine activity, did not provide the personnel or equipment authorizations to support a computerized data processing activity.

e. Depot Excesses: Action has been completed to purge the USARV Aviation Depots of items peculiar to aircraft no longer supported in Vietnam, i.e.: UH-1A. This was accomplished by obtaining from AVCOM a computer tape listing all FSNs peculiar to aircraft not in Vietnam. A computer match between this tape and the AMMC balance file was completed in September 1968. Thirty-five hundred lines were identified and subsequently shipped. This excess program is to be re-run every sixty days to re-purge the depots of stocks accumulated through field returns, RO revisions, depot inventories, etc. In addition AMMC has established a task force on a full-time basis which is responsible for identifying and reporting depot excesses. Another feature of AMMC's excess program is the identification of excesses being regenerated in the weekly stock status listing to provide the commodity manager with timely information on excesses.

f. Relocation of Qui Nhon Depot Heliport: Because of ever increasing volume of activity at the heliport and additional open storage requirements, request have been submitted to the engineers and approval granted for 450,000 square feet of land adjacent to the depot compound. This land will require substantial engineer support before it can be utilized as open storage area. It is also planned to place an expanded heliport (200' X 200' vs 100' X 100') in this area. The

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present heliport is a hazard to aircraft and ground personnel and is occupying 10,000 square feet of storage area urgently needed for its primary function.

g. Customer Assistance: During the quarter, the Supply Directorate Customer Assistance Office conducted thirty staff liaison visits to supported customer units. Particular attention was paid to Divisional units. As a result of these visits, an improved understanding of AMMC and customer requirements was achieved. Additionally, the visits to the units allowed transmission of the good ideas and techniques of one unit to all of the units.

2. Section II. Lessons Learned: Commander's Observations, Evaluations and Recommendations.

- | | |
|------------------|------|
| a. Personnel: | None |
| b. Operations: | None |
| c. Training: | None |
| d. Intelligence: | None |
| e. Logistics: | |

(1) Document Control:

(a) Observation: It is not practical or feasible to rely completely on a computer system to handle complete document control. If or when you have machine problems, you stand a good chance of losing valuable information.

(b) Evaluation: It was determined that it is essential to establish a manual control document control on all documents received, generated internally and transmitted to outside agencies.

(c) Recommendation: In order to parity machine operations, a manual document control section should be instituted in all supply activities.

(2) Post-Posting Actions on Excess Programs:

(a) Observation: This provision allows the commodity manager to identify on an excess disposition request the quantity of an item needed to be retained in stock. The depot then ships all quantities of this item on hand exceeding this retention figure, annotating the paper work with both the quantity

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actually shipped and the quantity retained. Adjustments are then made to the computer balance files on a post-posting basis, and the recorded balance is brought into line with the actual balance and the excess quantity has been shipped, all with a minimum of ADPS transactions.

(b) Evaluation: Adjustments are made to the computer balance files on a post-posting basis. This means that with one transaction, the recorded balance is brought into line with the actual balance and the excess quantity has been shipped.

(c) Recommendation: This information should be disseminated to all commands for possible use in their computer systems.

(3) Balance File and Locator File Reconciliation:

(a) Observation: During the first week of September, a reconciliation between the "B" depot Master Balance File and the "B" depot locator file was completed. Results of this reconciliation indicated a large disparity between both files. Four thousand two hundred (4,200) FSNs were brought to zero balance, 5,093 lines were inventoried and added to the balance file, and 7,600 lines were inventoried that showed locations but were being carried on the balance file as zero balances.

(b) Evaluation: A periodic reconciliation would serve to update the parent unit balance file and would significantly improve the depot operation by reducing the number of research documents requiring manual processing.

(c) Recommendation: A reconciliation of this type should be conducted quarterly at all depots.

(4) Theater Aircraft Repairable Program (TARP):

(a) Observation: Originally, the repair of one specific component was accomplished at all the General Support companies. It was felt that advantages could be gained by limiting one specific component to one General Support company.

(b) Evaluation: The selection of parts/components for repair at the minimum number of GS maintenance facilities allows specialization, which lends itself to production line repair and results in greater efficiency. Personnel become more proficient on the repair of specific items and activities do not compete with each other for GS level repair parts within the theater.

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(c) Recommendation: Whenever possible, the in-theater repair of a specific component should be limited to one GS company.

3a. Section III. DA Survey Information: Lessons Learned concerning "Escape Evasion and Survival." (Reference HQ, USARV Letter (AVHGC-DST), 6 Aug 68, subject: Operations Report - Lessons Learned: Escape and Evasion Information) NONE.

1 Incl
List of Current Orgn Structure

ALTON G. POST
Colonel, TC
Commanding

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AVGF-B (11 Nov 68) 1st Ind

SUBJECT: Operational Report of Headquarters, United States Army Aviation
Materiel Management Center (AMMC) for Period Ending 31 October
1968, RCS CSFOR-65 (R1)

DA, HQS, 34th General Support Group (AM&S), APO 96309 1 10 1303

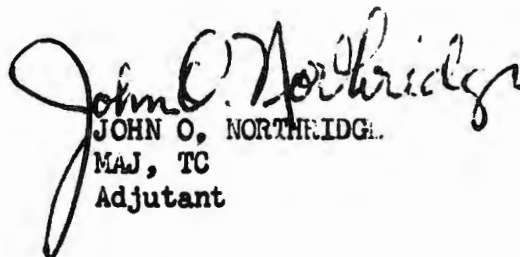
TO: Commanding General, United States Army, Vietnam, ATTN: AVHGC-DST,
APO 96375

1. Concur with recommendation contained in Section II, e (1) (c). This is a standard supply procedure already implemented by this headquarters and is also an item of interest during command inspections and assistance visits.

2. Recommendation contained in Section II, e (2) (c) is considered acceptable only when additional controls are present to insure that discrepancies in on-hand balances and record balances are properly documented and accounted for.

3. Concur with the remaining recommendations. Implementing action has already been effected by this command.

FOR THE COMMANDER:


JOHN O. NORTHRIDGE
MAJ, TC
Adjutant

AVHGC-DST (11 Nov 68) 2d Ind

SUBJECT: Operational Report of Headquarters, United States Army Aviation
Materiel Management Center (AMMC) for Period Ending 31 October
1968, HCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 28 DEC 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: TPOB-DT,
APO 96558

This headquarters has reviewed the Operational Report-Lessons Learned
for the quarterly period ending 31 October 1968 from Headquarters, United
States Army Aviation Materiel Management Center (AMMC) and concurs with
the report as modified by the preceding indorsement.

FOR THE COMMANDER:

Cy Furn:

HQ 34th GS Gp (AM&S)

HQ USA Mat Mgt Cen (AMMC)

V. W. BOLTON
LTC, AGC
Asst AG

GPOP-DT (11 Nov 68) 3d Ind

SUBJECT: Operational Report of Headquarters, United States Army Aviation Materiel Management Center (AMMC), for Period Ending 31 October 1968, RCS CSFOR-65 (R1)


HQ, US Army, Pacific, APO San Francisco 96558

14 JAN 1969

TO: Assistant Chief of Staff for Force Development, Department of the Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT
CPT, AGC
Asst AG

ORGANIZATIONAL STRUCTURE
OF
United States Army Aviation Materiel Management Center

1. United States Army Aviation Materiel Management Center, MTDA P5W2-VYAA01.
2. 110th Transportation Company (Depot), MTOE 55-447F (Saigon Aviation Depot).
3. 241st Transportation Company (Depot), MTOE 55-447F (Qui Nhon Aviation Depot).
4. United States Army Aviation Materiel Management Data Processing Center, TDA P5W2Z1AA00.

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